



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

February 27, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Bob Henry
24 Grandview Drive
Macomb, IL 61455

Dear Mr. Henry:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

The Department appreciates your viewpoint regarding environmental concerns. The Department has proposed environmental mitigation as part of the bypass study. Mitigation measures which have been proposed on the landlocked parcels, the mitigation sites, and along the other portions of the right-of-way will result in prairie plantings, forest restoration, upland forest protection, wetland protection, floodplain forest protection, and single-span bridges to provide migration of wildlife.

A south and northwest bypass corridor location was evaluated and coordinated with the public in 1998. It was determined to have the south corridor dropped for the following reasons:

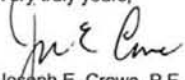
- Longer in length,
- More expensive,
- Longer travel time for west to north movement,
- Greater number of severed parcels,
- Greater agricultural, woodland, and wetland impacts,
- Greater floodplain impacts,
- NW corridor endorsement by the City of Macomb and the McDonough County Board.

In your comments, you mentioned bikeway and hiking paths in conjunction with the bypass alignment. The Department will consider ideas by groups representing these interests. Local roads, which currently accommodate bicycles, will remain in service with the bypass alignment.

Mr. Bob Henry
RE: Macomb Bypass Study
February 27, 2004
Page 2

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.



My comments are:

I WAS VERY PLEASED TO LEARN OF THE MEASURES PLANNED
TO MITIGATE THE LOSS OF WILDLIFE HABITAT AND THE
INSTALLATION OF WILDLIFE CROSSINGS.

I WOULD LIKE VERY MUCH TO SEE ATTRACTIVE NATURAL
LANDSCAPING PLANTED ALONG THE THE BYPASS ROW.
I WOULD RECOMMEND THE USE OF NATIVE GRASSES AND
WILDFLOWERS ALONG WITH PERIODIC GROUPINGS OF
LARGE NATIVE TREES SUCH AS BUR OAKS AND SWAMP-WHITE
OAKS WHICH ARE BOTH SALT TOLERANT AND ADAPTABLE
TO DIFFERENT SOIL CONDITIONS.

PLEASE LET ME KNOW WHAT IS PLANNED IN TERMS
OF LANDSCAPING ADJACENT TO THE HIGHWAY.

Thank you

Tim Howe



Please print:

Name Tim Howe
Address 34 INDIAN TRAIL ROAD
City/State/Zip MACOMB, IL 61455
Phone No. (309) 833-5979

Illinois Department of Transportation
Division of Highways/District 4
Joseph E. Crowe, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

Macomb Bypass Public Hearing
December 16, 2003



Illinois Department of Transportation
Division of Highways - District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
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March 2, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Tim Howe
34 Indian Trail Road
Macomb, IL 61455

Dear Mr. Howe:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

Thank you for your support of the proposed animal crossing and mitigation plan which re-establishes and enhances the existing environmental features in the project area. The Department strives to plant species which are adaptable to the area, and therefore, have a higher chance of survival. A more detailed description of plant species proposed as part of the roadway construction will be done at the time of contract plan preparation.

Thank you for letting the Department know your viewpoint. Your viewpoint will be included in the project record.

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

12/15/03

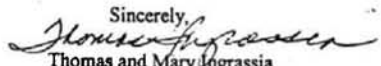
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

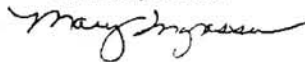
RE: Northwest Bypass of Macomb

A-41

I have enclosed a letter I received from Mr. Jack Laverdiere, a Macomb business man who is raising questions about the proposed bypass of Macomb. I was not in favor of the bypass and preferred the southern route however this matter was decided already in 1998 and I see no reason to change it based upon any of Mr. Laverdiere's reasons. First of all he built his Deer Ridge subdivision and his lake which he claims is used by many members of this community after he already knew that the northwest bypass would be going in that direction. A public hearing was held at the time and the proposed routes were clearly laid out on maps. His Deer Ridge subdivision has not been a going concern and I well imagine that the question of where that bypass will come through is a central concern for those interested in property there. However this is an error in judgment by Mr. Laverdiere and certainly something that should not be of a nature as to change this plan. I suspect his strategy is to try to have this route shifted to the west and benefit him but hurt others. Those who are in the way already know and can make plans for a change if necessary. While I can certainly understand this is not beneficial to Mr. Laverdiere, it is not in the community interest to start all over again. My main hope is that the bypass will not be built until after the whole route from Quincy to Macomb has been completed. I also am planning on attending the hearing on 12/16/03 to determine how the east west flow of traffic on county road 1250 N will be handled since it is a major country access to Macomb.

Sincerely,


Thomas and Mary Ingrassia
7520 1200 Rd
Colchester, IL 62326





Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

February 27, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. & Mrs. Thomas Ingrassia
7520 1200th Road
Colchester, IL 62326

Dear Mr. & Mrs. Ingrassia:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

In your enclosed comments, you mentioned your preference to remain with the decision made in 1999, in which a northwest bypass location was recommended with the south bypass alignment being eliminated from further consideration. The Department's recommendation to select the northwest bypass over the south bypass was presented at a Public Informational Meeting held in Macomb on April 28, 1999. The decision was based on a comparison of overall impacts, as well as public input.

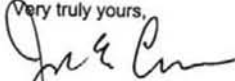
In your comments, you also inquired on how the east and west flow of traffic will be handled on Road 1250N. The local roadway network will be maintained with no proposed road closures. Adams Street (1250N) is proposed to have a bridge structure over the bypass alignment. The Adams Street roadway, within the limits of the bypass, will be improved with a more gradual vertical profile.

Thank you for letting the Department know your viewpoint. Your viewpoint will be included in the project record.

Mr. & Mrs. Thomas and Mary Ingrassia
RE: Macomb Bypass Study
February 27, 2004
Page 2

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

To IDOT:

I wish to express that it has been appreciated in all the work that has been put into the planning of the 136 Northwest Macomb ByPass.

The concern over the environment and wildlife will be reflected in the added structures and passageways to not cause undo disturbance to the animals.

This issue of corridor selection was considered and settled in 1998 to reflect the concerns of the residents of Macomb, county board, and city council to be in favor of the By-Pass to proceed in the Northwest passage of Macomb. IDOT took into consideration our feelings over proximity of the By-Pass to schools, wetlands, and added costs that would be incurred by the corridor selection to the south.

I believe that the people are very appreciative to IDOT for their willingness to work for a good solution. We hope that this issue of changing corridor selection will remain closed.

Thank you for your time.

Kathy Jeffries
Macomb, IL

12/16/2003

13



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

February 27, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Ms. Kathy Jeffries
1403 Carolbeth Avenue
Macomb, IL 61455

Dear Ms. Jeffries:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

In your enclosed comments, you mentioned your preference to remain with the decision made in 1999 in which a northwest bypass location was recommended and the south bypass alignment was eliminated from further consideration. The Department's recommendation to select the northwest bypass over the south bypass was presented at a Public Informational Meeting in held Macomb on April 28, 1999. The decision was based on a comparison of overall impacts, as well as public input. The Department stands by its decision for a bypass located north of Macomb, as presented at the Public Hearing on December 16, 2003.

Thank you for letting the Department know your viewpoint. Your viewpoint will be included in the project record.

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

We want your comments on the proposed Macomb Bypass.

We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.



My comments are:

I think the plan looks
great.
Build it soon!
I like the center crossing.

Please print:

Name W. Gary Johnson
Address 1301 Woodland Trail
City/State/Zip Macomb IL 61455
Phone No. (309) 837-2029

Illinois Department of Transportation
Division of Highways/District 4
Joseph E. Crowe, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

Macomb Bypass Public Hearing
December 16, 2003



Illinois Department of Transportation
Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
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Illinois Department of Transportation

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February 27, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. W. Garry Johnson
1301 Woodland Trail
Macomb, IL 61455

Dear Mr. Johnson:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

In your enclosed comments, you expressed support for the Macomb Bypass alignment in addition to the approval of proposed animal crossings.

Thank you for letting the Department know your viewpoint. Your viewpoint will be included in the project record.

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,

Joseph E. Crowe, P.E.

Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

We want your comments on the proposed Macomb Bypass.

We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.



My comments are:

12-20-03

This proposed Macomb Bypass is not necessary and is a waste of the taxpayers money. It should not be built. This proposal is destructive to wildlife, forests and wetlands. The road should not be built. Your proposal fails to address the effects on global warming. Your proposal fails to demonstrate the need for this road and fails to legitimately provide justification for this road.

Your proposed under highway wildlife crossings are inadequate in design and number. The large crossing areas are not long enough and fail to take into account dry wildlife travel lanes during high water and flooding on the East Fork of the LaMoine River. The small number of crossings fails to address crossing routes for species that range over a wide area, specifically the coyote and red fox.

Your environmental mitigation measures are a sham. It is widely accepted by ecologists that you can not recreate a wetland in an area that was not formerly wetlands. Recreating a wetland on a former wetland

Please print:

Name KEN KEDZIOR
Address 6370 E STATE RT 95
City/State/Zip SMITHFIELD IL 61477
Phone No. ()

Illinois Department of Transportation
Division of Highways/District 4
Joseph E. Crowe, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

Macomb Bypass Public Hearing
December 16, 2003



Illinois Department of Transportation
Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 12, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Ken Kedzior
6370 East State Route 95
Smithfield, IL 61477

Dear Mr. Kedzior:

Thank you for your comments concerning the Macomb Bypass Study as presented at the Public Hearing in Macomb on December 16, 2003. A copy of your comment letter is enclosed for your reference.

In your enclosed comments, you expressed your opposition to the Macomb Bypass. Thank you for taking the time to let the Department know your viewpoint. Your viewpoint will be included in the project record.

In your comments, you questioned the effect the bypass would have on global warming. The bypass will help to increase travel efficiency which, in turn, should reduce the amount of emissions.

You also questioned the purpose of the project. As stated in the Environmental Impact Statement, the purpose of the project is to increase travel efficiency, provide continuity with the four-lane expressway on US 67 and proposed IL 336, increase safety for city traffic by establishing a through-traffic alternative, reduce travel time for regional and local drivers, and support the city's economic development goals.

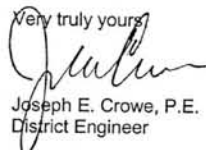
In regard to your comments on animal crossings, there are twelve (12) recommended crossing locations. The animal underpass locations have been designed to maintain overall habitat conductivity for a variety of species. The location of these animal crossings will be further evaluated during the Phase II plan preparation to determine if additional locations or relocations are warranted. At steam crossing, a shelf will be provided to allow passage during storm events.

In addressing your question on wetlands, the Department has evaluated alignment location to minimize wetland impacts. This is evident in that 2.55 acres of wetland are being impacted in a project which is 12.7 miles in length. Mitigation is being performed at a site that has been deemed conducive to wetland formation.

Mr. Ken Kedzior
RE: Macomb Bypass Study
March 12, 2004
Page 2

Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,



Joseph E. Crowe, P.E.
District Engineer

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Enclosure(s)

cc: Project File (S. Lababidi)
Project Engineer (T. Lacy)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)



August 21, 2003

IDOT, District 4
401 S. Main
Peoria, IL 61602

ATTN: Paula Green

RE: Macomb northwest bypass

My name is Jack Laverdiere and I am the owner and developer of Deer Ridge, property situated west of Macomb. I have a number of concerns about the bypass being proposed to run through the Lamoine River and Spring Lake ECO systems, as well as my property, and disturbing many areas that up until now have not been disturbed.

When I talked with Bob Henry who's a retired biologist at WIU and owns property that neighbors Deer Ridge, he explained that IDOT is not proposing to run the bypass through his property due to environmental concerns. Bob feels that many of the same environmental concerns either now exist or could exist on and around my property, which has a 15-acre lake on it as well as prairie grass lands. Some of the farming practices have also changed to prairie native grasses and food plots.

With the addition of the lake and several ponds at Deer Ridge I've seen a river otter and have set up a motion camera in order to try to get pictures of the otter on my property. According to Bob Henry, the bellies viewed, a woodland bird; the Henslow's sparrow, a grassland bird; and the Indiana bat are wildlife that he's seen on his property and feels could very well be on mine, since the habitat has changed.

Bob also suggested that an investigation should be conducted on the property where sand was mined that IDOT now owns, which was owned by the City of Macomb, since the Hills thistle, a dry prairie plant, grows there.

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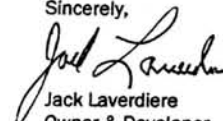
If at all possible, I would like to obtain a copy of the environmental reports from 4-5 years ago and would also like to request that a new environmental study be done on the Lamoine River/Spring Lake/Deer Ridge areas, since the area has significantly changed. Bob Henry agrees that the changes should warrant a new study.

I, along with numerous others, would be interested in seeing these results and meeting with IDOT at the next hearing. We feel the southern route should more strongly be considered since it does not impact these important ECO systems.

Would you also send me information showing cost comparisons and environmental impacts for each of the different proposed bypass routes?

Along with Deer Ridge I own and am developing the Deer Ridge subdivision, which is a very small subdivision far off the east side of the proposed route and should not be impacted by the bypass. My concern, however, is not for the subdivision. It is, as I indicated earlier, for the environmental impact that will come from destroying this natural area and affecting several different ECO systems as well as both the endangered species of plant and wildlife.

Sincerely,


Jack Laverdiere
Owner & Developer
Deer Ridge

JL/ms

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Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

October 24, 2003

FILE COPY

(Original is stamped in red ink.)

Parsons Brinckerhoff-Chicago Office

PROJECT

(# Name) _____

FILE

(# Name) _____

Please do not make permanent marks on this original.

BUREAU OF PROGRAM DEVELOPMENT

STUDIES & PLANS - PHASE I

FAP Route 315 & 310 (IL 336 & US 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Mr. Jack Laverdiere, President
Laverdiere Construction, Inc.
4055 West Jackson Street
Macomb, IL 61455

Dear Mr. Laverdiere:

This letter is in response to your August 21, 2003 inquiry regarding the status of the Department's environmental study on the Macomb Bypass. In your letter, you expressed your concern regarding the environmental impacts of the proposed bypass. You requested a copy of the environmental surveys from several years ago and stated your desire to meet with Department personnel at the next public meeting. You also requested a copy of cost and environmental impact comparisons between the various alternates considered. Finally, you requested that a new environmental study be done in the Spring Creek and Deer Ridge Lake area.

Earlier this year, the Department's preferred alternate was finalized. Since you constructed your fifteen-acre lake in 2000, the Department shifted the preferred alignment and profile in an attempt to minimize impacts to your lake. The revised alignment is evaluated in detail in the Draft Environmental Impact Statement, which has been reviewed by various agencies and is currently being finalized in preparation for the public hearing.

Regarding the need for additional environmental surveys, the Department checked the status of the existing environmental surveys with respect to the changes you made on your property. The Department's Central Office, Environmental Section, has concluded that additional surveys are not needed. The original survey for Indiana bats were negative and indicated that few suitable roosting habitats for the bat exist in the project corridor. The Department also concluded that there is no suitable habitat for the Henslow's sparrow on your property. The grassed area is not large enough, has been mowed, and does not contain the desirable mix of grasses.

The Bell's Vireo is not listed as endangered at the State or Federal level. The previous environmental surveys indicated that the bird is uncommon in the project corridor.

Laverdiere Construction, Inc.
(Attn: Mr. Jack Laverdiere, President)
October 24, 2003
Page 2

River otters have been released in McDonough County over the past five years. Since otters travel up water courses, breeding in the lake would be unlikely.

The Department is in the process of setting a public hearing date. When the date is set, it will be advertised in the Macomb Journal and other newspapers. Copies of the Draft Environmental Impact Statement and Design Location Report will be available for review at public libraries prior to the public hearing. The information you have requested can be obtained in these documents after they are released for public review.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309) 671-3462 or Paula Green at (309) 671-3478.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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cc: Project File (P. Heeg)
Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)



4055 W. Jackson St.
Macomb, IL 61455
Phone: (309) 837-1258 Fax: (309) 833-4993
E-mail: laverd@macomb.com

FAX

To: Paul Heeg **Fax:** 309-671-3498

Co: **Pages:** 1

From: Jack Laverdiere **Date:** December 1, 2003

Re: Macomb By-Pass **CC:**

☐ Urgent ☐ For Review ☐ For Record ☐ Please Reply ☐ Please Address

• Message

Dear Paul:

This letter is a follow-up to our conversation last week pertaining to the Macomb Area Study of the by-pass around Macomb. As you are aware, the December 16th, 2003, public hearing is quickly approaching. I have not received any cost estimates on the northwest or south by-passes from you.

Under the Freedom of Information Act, I would like to receive copies of the cost-estimates for both the northwest and the south by-passes. More importantly, I would also like to know if any of the costs are included for the southern by-pass beyond where it meets Route 67 and runs to Highway 136. For a fair comparison, does the northwest by-pass include, in the construction estimates, the costs for the bridge going over Route 136 West? Are there construction costs in the northwest by-pass south of where the northwest by-pass meets Route 136 West going to the point where you would connect with the southern by-pass? If not, why is that the case? Does this not distort some of the costs of the northwest by-pass? I would think that if the southern by-pass is selected, only a two-lane road would be needed from the southern by-pass running to Route 136 West.

Please either fax or next-day answers and documentation so that I will have adequate time to assess them prior to the December 16th public hearing. Since time is of the essence, if there are any delays in obtaining the documents, could you postpone the public hearing for this reason as well as it very close to the Christmas holidays? I am prepared to pay for any costs of the copies as well as the next-day mail service. Please call me if you have any questions on my cell phone, 309-333-4001.

Respectfully,

Jack Laverdiere
President

JL/bb



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

December 3, 2003

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FAP Route 315 & 310 (IL 336 & US 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Jack Laverdiere, President
Laverdiere Construction, Inc.
4055 West Jackson Street
Macomb, IL 61455

Dear Mr. Laverdiere:

This letter is in regards to your fax, dated December 1, 2003, in which you requested copies of the cost estimates for the northwest and south bypasses. Included with this letter is the cost estimated you requested. In 1998, the Department's consultant, Parsons, Brinckerhoff, Quade, and Douglas, performed a cost comparison as part of the study examining the south and northwest corridors. At this time in the study, detailed profiles and cross-sections were not available, so the costs were based on past project/historical costs prorated on a per mile basis. The cost comparison is in 1998 dollars.

The final cost estimate of the preferred alignment is included in the Design Location Report, which is available for review at the Macomb and Western Illinois Libraries. The final cost estimate is included with this letter for your information. The final cost of the northwest bypass is approximately \$81 million. This figure is higher than the 1998 cost of \$65 million because the current estimate is based on detailed quantity computations using 2003 unit costs.

In your fax you questioned why the cost comparison does not include costs for IL 336 between the west interchange on the south bypass and the west interchange at US 136. Your opinion was that IL 336 could be condensed into two lanes, which would terminate with an at-grade intersection at US 136 west of Macomb. The IL 336 study between Carthage and Macomb was a separate study with its own Environmental Impact Statement. Part of the requirements of a study of this nature is that the termini of the project connect with other major state or federal highways. Since US 136 is considered a major arterial, the northern terminus of IL 336 must be US 136. The Department did not consider dropping two lanes because of the requirement that the full expressway terminate at a major arterial. Consequently, the cost estimate for the northwest bypass begins at US 136 and not the junction with the south bypass.

Mr. Jack Laverdiere
December 3, 2003
Page 2 of 3

Regarding the selection of the northwest bypass, cost was only one of several factors considered in comparing south and northwest alignment alternates. Page III-6 of the Draft Environmental Impact Statement lists the reasons that the south bypass was dropped. These points are stated below:

1. Greater right-of-way requirements and agricultural impacts – 369 acres versus approximately 247 acres for NW-2 of NW-3.
2. Greater woodland impacts – 60.4 acres versus 33.6 acres for NW-2 and 35.9 acres for NW-3.
3. Greater wetland impacts – 1.3 acres versus 0.6 acres for NW-2 and 0 acres for NW-3.
4. Greater floodplain impacts – 20.6 acres versus 4.0 acres for NW-2 and NW-3.
5. Higher construction cost - \$98 million versus \$65 million based on 1998 cost data.
6. The South/Northeast combination would divert 25% less traffic from existing US 136 and US 67 from the center of Macomb (based on figures projected to the year 2020).
7. The South/Northeast combination would result in longer travel time for vehicles traveling north to west or west to north. The Northwest/Northeast corridor combination would result in faster travel time for all traffic movements.
8. The South/Northeast combination would be approximately 45% longer (8.9 miles versus 6.1 miles).
9. The Northwest corridor was endorsed by the McDonough County Board on July 15, 1998 and the City of Macomb on July 20, 1998.

Based on these nine factors, the South corridor was dropped from further study. This decision was then presented to the public at a public meeting held on April 25, 1999. The comments received from this meeting did not preclude the Department from carrying forward with the northwest corridor. Based on comments from this meeting, the northwest alignment was shifted west and the profile lowered in the vicinity of your property. The Draft Environmental Impact Statement was then completed based on this alignment/profile configuration. After Deer Ridge Lake was constructed in 2000 followed by a westward extension, the Department again moved the alignment west and proposed a noise berm to minimize noise and visual impacts to your proposed subdivision.


Throughout this study, the Department has conducted public meetings and received concurrence at each major decision point from other cooperating agencies, including the Federal Highway Administration, the Illinois Department of Natural Resources and Environmental Protection Agency, the US Department of Agriculture, and the Army Corps of Engineers. Ultimately, the Draft Environmental Impact Statement was signed and approved by the Federal Highway Administration.

Mr. Jack Laverdiere
December 3, 2003
Page 3 of 3

Finally, you asked if the public hearing could be postponed. The Department stands by the analysis and recommended alignment as stated in the Environmental Impact Statement; and therefore, feels no need to postpone the public hearing date as advertised via newspaper and radio.

Thank you for your interest in the Macomb Bypass. Please contact Mr. Tom Lacy at (309) 671-3453 if you have any further questions.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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Enclosures

cc: Project File (P. Heeg)
Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. Aaron Chanowitz)

MACOMB AREA STUDY
PRELIMINARY COST ESTIMATES
using July 1998 memo for costs
August 31, 1998

Bypass	rates/loc. /no.	NW-2 Cost-mil.	rates/loc. /no.	NE-9 Cost-mil.	rates/loc. /no.	S-5 Cost-mil.
Roadway \$ mil./mi. length-mi.	4.5 6.06	27.3	4 6.09	24.4	4 8.95	35.8
Candy Lane upgrade-2-lane urban		0		0	1 mil./mi. from Adams St	2.2
US 67/US 136 upgrade-3-5 lanes urban 0.3 mi. 2-lane rural		0	3.63 mil./mi. from IL 336 0.7 mil./mi.	2.7 0.2		0
Interchanges \$ mil.per	4+3(1/2 of 67)	7	3(1/2 of 67) +7	10	7+5+6+ +3.5(1/2 of 136)	21.5
Local road bridges	5	3.9	1	0.6	5	3.4
Approaches	*@ \$300k	1.5		0.3		1.5
Bypass bridges	1	0.7	2	1.2	0	0
Approaches	*@ \$600k	0.6		1.2		
ROW	247 *@ \$5000	1.2	263 ac	1.3	432	2.2
River crossings	1	2	1	2	3	3
Railroad crossing	1	2	1	2	0	0
Local road & access rd imp.	2 km @\$200k	0.4	0.6 km	0.1	2.5 km	0.5
Totals - \$ mil		46.6		46.0		70.1
Totals from 7/17 IDOT memo to file (for information)		40		42		60
Normal cost adjustments 25% CONT		11.6		11.5		17.5
Prelim. Engng 6%		3.5		3.4		5.3
Const. Engng 6%		3.5		3.4		5.3
Adj. Totals -\$ mil		65.2		64.3		98.1

D. PRELIMINARY COST ESTIMATE

Quantities were computed for earthwork, culverts, pavement, shoulder, guardrail, structures, seeding, erosion control, and landscaping. The cost estimate is divided into the following nine anticipated construction contracts:

Northwest

Grading, earthwork, and culverts
Subgrade preparation, paving, shoulder, guardrail, pavement markings
Structures and sideroad reconstruction
Landscaping

Northeast

Grading, earthwork and culverts
Subgrade preparation, paving, shoulder, guardrail, pavement markings
Structures and sideroad reconstruction
Landscaping

US 136 (east)

Grading, earthwork, culverts, paving, guardrail, landscaping, pavement markings

A tabulation of the major pay items, total quantities, and associated costs are shown for each anticipated contract in Table VI-2 through Table VI-10, along with a summary for the entire job in Table VI-11.

Table VI-2. Cost Estimate for US 136 Relocation East of Macomb

STA. 134+366.552 TO 137+421.702			
US 67 FROM STA. 200+000 TO 200+900	QUANTITY	UNIT	TOTAL COST
M2010110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)	1,285	UNIT	\$0
M2011400 NITROGEN FERTILIZER NUTRIENT	1,168	KG	\$2,335
M2011500 PHOSPHORUS FERTILIZER NUTRIENT	1,168	KG	\$2,335
M2011600 POTASSIUM FERTILIZER NUTRIENT	1,168	KG	\$2,335
M2020010 EARTH EXCAVATION	1,488,034	CU M	\$8,928,203
M2113100 TOPSOIL FURNISH AND PLACE, 100MM	166,765	SQ M	\$333,529
M2500210 SEEDING, CLASS 2A	17	HA	\$33,362
M2500350 SEEDING, CLASS 7	17	HA	\$11,677
M28000300 TEMPORARY DITCH CHECKS	72	EACH	\$10,812
M2800800 MULCH, METHOD 2	17	HA	\$25,022
M2810107 STONE RIPRAP, CLASS A4	120	SQ M	\$5,400
M3020300 PROCESSING LIME MODIFIED SOILS 300MM	67,737	SQ M	\$135,473
M3021400 WATER	1,663	UNIT	\$4,990
M3021500 LIME	1,331	M TON	\$59,885
M3112125 SUB-BASE GRANULAR MATERIAL, TYPE C 125MM	29,643	SQ M	\$207,498
M3511200 AGGREGATE BASE COURSE, TYPE B 200MM	1,342	SQ M	\$14,761
M3550200 BITUMINOUS BASE COURSE 200MM	1,632	SQ M	\$40,793
M4030200 BITUMINOUS MATERIALS (PRIME COAT)	20	M TON	\$9,880
M4030400 BITUMINOUS MATERIALS (COVER AND SEAL COATS)	20	M TON	\$4,940
M4030500 COVER COAT AGGREGATE	146	M TON	\$3,639
M4030600 SEAL COAT AGGREGATE	146	M TON	\$3,639
M4073340 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), TYPE 1 340MM	56,472	SQ M	\$1,976,520
M4402000 PAVEMENT REMOVAL	26,275	SQ M	\$183,927
M4812150 AGGREGATE SHOULDERS, TYPE B 150MM	4,876	SQ M	\$34,130
M4820200 BITUMINOUS SHOULDERS 200MM	15,310	SQ M	\$382,750
M5401020 PRECAST CONCRETE BOX CULVERT 1.2M X 0.6M	79	METER	\$54,950
M5421240 PIPE CULVERTS, TYPE 1 RCCP 900MM	104	METER	\$18,652
M542E144 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 900MM	4	EACH	\$3,600
M542E664 PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 1650MM	2	EACH	\$4,000
M5504690 STORM SEWERS, TYPE 3, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 1700MM, RISE 1075MM	29	METER	\$20,468
M6010605 PIPE UNDERDRAINS 100MM	3,632	METER	\$58,108
M6010705 PIPE UNDERDRAINS 100MM (SPECIAL)	463	METER	\$13,902
M6065100 CONCRETE MEDIAN, TYPE SM-10.15	10,436	SQ M	\$573,982
M7800105 THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	10,602	METER	\$13,783
M7800715 PREFORMED THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	3,935	METER	\$51,157
78100100 RAISED REFLECTIVE PAVEMENT MARKER	1,057	EACH	\$26,425
Z0007550 BUILDING REMOVAL	2	EACH	\$50,000
	SUB TOTAL		\$13,306,863
	CONTINGENCY		25%
	TOTAL		\$16,634,000

Table VI-3. Cost Estimate for Grading and Culverts – Northwest Corridor

STA 99+251.138 TO 109+951.397			
	QUANTITY	UNIT	TOTAL COST
M2010500 TREE REMOVAL, HECTARES	37	HA	\$274,725
M2020010 EARTH EXCAVATION	2,687,348	CU M	\$16,124,088
M2113100 TOPSOIL FURNISH AND PLACE, 100MM	1,009,141	SQ M	\$1,261,426
M2810107 STONE RIPRAP, CLASS A4	7,538	SQ M	\$263,820
M5401085 PRECAST CONCRETE BOX CULVERT 2.1M X 1.8M	388	METER	\$540,610
M5401120 PRECAST CONCRETE BOX CULVERT 2.7M X 1.5M	62	METER	\$92,925
M5401205 PRECAST CONCRETE BOX CULVERT 3.6M X 1.2M	119	METER	\$238,080
M5421225 PIPE CULVERTS, TYPE 1 RCCP 600MM	3,373	METER	\$472,163
M5421240 PIPE CULVERTS, TYPE 1 RCCP 900MM	662	METER	\$119,178
M5421255 PIPE CULVERTS, TYPE 1 RCCP 1350MM	64	METER	\$16,085
M5421260 PIPE CULVERTS, TYPE 1 RCCP 1500MM	423	METER	\$118,437
M542E144 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 900MM	26	EACH	\$23,400
M542E156 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 1350MM	2	EACH	\$3,000
M542E160 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 1500MM	10	EACH	\$17,000
54245605 INLET BOX, STANDARD 542536	137	EACH	\$274,000
MX030224 BREAKER-RUN REJECT ROCK	65,729	M TON	\$1,643,216
Z0007550 BUILDING REMOVAL	4	EACH	\$100,000
	SUB TOTAL		\$21,582,153
	CONTINGENCY		25%
	TOTAL		\$26,978,000

Table VI-4. Cost Estimate for Grading and Culverts – Northeast Corridor

STA 200+900 TO 210+488.990			
	QUANTITY	UNIT	TOTAL COST
M2010500 TREE REMOVAL, HECTARES	9	HA	\$92,416
M2020010 EARTH EXCAVATION	2,008,267	CU M	\$12,037,802
M2040100 BORROW EXCAVATION	1,530,322	CU M	\$10,712,254
M2113100 TOPSOIL FURNISH AND PLACE, 100MM	483,150	SQ M	\$724,725
M2810107 STONE RIPRAP, CLASS A4	2,535	SQ M	\$88,740
M5401060 PRECAST CONCRETE BOX CULVERT 1.8M X 1.2M	128	METER	\$127,850
M5401215 PRECAST CONCRETE BOX CULVERT 3.6M X 1.8M	85	METER	\$186,230
M5421225 PIPE CULVERTS, TYPE 1 RCCP 600MM	3,026	METER	\$423,587
M5421240 PIPE CULVERTS, TYPE 1 RCCP 900MM	262	METER	\$47,162
M5421260 PIPE CULVERTS, TYPE 1 RCCP 1500MM	229	METER	\$64,036
M542E144 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 900MM	10	EACH	\$9,000
M542E160 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 1500M	4	EACH	\$6,000
54245605 INLET BOX, STANDARD 542536	122	EACH	\$244,000
M6021711 MANHOLES, TYPE A, 1.5M DIAMETER, WITH MEDIAN INLET (604101)	4	EACH	\$10,400
Z0007550 BUILDING REMOVAL	4	EACH	\$100,000
	SUB TOTAL		\$24,874,001
	CONTINGENCY		25%
	TOTAL		\$31,093,000

Table VI-5. Cost Estimate for Paving – Northwest Corridor

STA 99+251.138 TO 109+951.397	QUANTITY	UNIT	TOTAL COST
M3020300 PROCESSING LIME MODIFIED SOILS 300MM	276,002	SQ M	\$552,003
M3021400 WATER	6,778	UNIT	\$20,334
M3021500 LIME	5,422	M TON	\$244,010
M3112125 SUB-BASE GRANULAR MATERIAL, TYPE C 125MM	345,471	SQ M	\$2,418,298
M4073340 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), TYPE 1 340MM	161,441	SQ M	\$5,650,435
M4812150 AGGREGATE SHOULDERS, TYPE B 150MM	8,671	SQ M	\$60,697
M4820200 BITUMINOUS SHOULDERS 200MM	51,980	SQ M	\$1,039,600
M6010605 PIPE UNDERDRAINS 100MM	46,912	METER	\$750,592
M6010705 PIPE UNDERDRAINS 100MM (SPECIAL)	5,986	METER	\$179,579
M6300100 STEEL PLATE BEAM GUARD RAIL, TYPE A	3,292	METER	\$131,681
63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	44	EACH	\$66,000
63100167 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	44	EACH	\$110,000
M7800105 THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	27,356	METER	\$35,583
M7800715 PREFORMED THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	10,700	METER	\$139,104
78100100 RAISED REFLECTIVE PAVEMENT MARKER	2,391	EACH	\$59,775
	SUB TOTAL		\$11,457,671
	CONTINGENCY	25%	
	TOTAL		\$14,322,000

Table VI-6. Cost Estimate for Paving – Northeast Corridor

STA 200+900 TO 210+488.990	QUANTITY	UNIT	TOTAL COST
M3020300 PROCESSING LIME MODIFIED SOILS 300MM	247,465	SQ M	\$494,929
M3021400 WATER	6,077	UNIT	\$18,232
M3021500 LIME	4,862	M TON	\$218,781
M3112125 SUB-BASE GRANULAR MATERIAL, TYPE C 125MM	309,807	SQ M	\$2,168,647
M4073340 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), TYPE 1 340MM	144,640	SQ M	\$5,062,400
M4820200 BITUMINOUS SHOULDERS 200MM	51,229	SQ M	\$1,024,580
M4812150 AGGREGATE SHOULDERS, TYPE B 150MM	7,767	SQ M	\$54,369
M6010605 PIPE UNDERDRAINS 100MM	42,050	METER	\$672,796
M6010705 PIPE UNDERDRAINS 100MM (SPECIAL)	5,366	METER	\$160,967
M6300100 STEEL PLATE BEAM GUARD RAIL, TYPE A	2,095	METER	\$83,797
63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	28	EACH	\$42,000
63100167 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	28	EACH	\$70,000
M7800105 THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	24,479	METER	\$31,823
M7800715 PREFORMED THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	9,589	METER	\$124,657
78100100 RAISED REFLECTIVE PAVEMENT MARKER	2,131	EACH	\$53,275
	SUB TOTAL		\$10,281,252
	CONTINGENCY	25%	
	TOTAL		\$12,852,000

Table VI-7. Cost Estimate for Structures and Sideroads – Northwest Corridor

STA 99+251.138 TO 109+951.397	QUANTITY	UNIT	TOTAL COST
SIDEROAD BRIDGE	11,275	SQ M	\$12,132,191
BRIDGE OF RIVER	4,431	SQ M	\$5,724,917
M2011400 NITROGEN FERTILIZER NUTRIENT	973	KG	\$1,947
M2011500 PHOSPHORUS FERTILIZER NUTRIENT	973	KG	\$1,947
M2011600 POTASSIUM FERTILIZER NUTRIENT	973	KG	\$1,947
M2020010 EARTH EXCAVATION	107,427	CU M	\$751,990
M2040800 FURNISHED EXCAVATION	107,893	CU M	\$863,148
M2113100 TOPSOIL FURNISH AND PLACE, 100MM	139,064	SQ M	\$278,128
M2500210 SEEDING, CLASS 2A	14	HA	\$27,812
M2500350 SEEDING, CLASS 7	14	HA	\$9,734
28000300 TEMPORARY DITCH CHECKS	46	EACH	\$6,953
M2800800 MULCH, METHOD 2	14	HA	\$20,859
M3511200 AGGREGATE BASE COURSE, TYPE B 200MM	28,354	SQ M	\$311,889
M4030200 BITUMINOUS MATERIALS (PRIME COAT)	54	M TON	\$26,935
M4030400 BITUMINOUS MATERIALS (COVER AND SEAL COATS)	54	M TON	\$13,468
M4030500 COVER COAT AGGREGATE	397	M TON	\$9,924
M4030600 SEAL COAT AGGREGATE	397	M TON	\$9,924
M4205000 BRIDGE APPROACH PAVEMENT	3,186	SQ M	\$669,060
M4812150 AGGREGATE SHOULDERS, TYPE B 150MM	11,124	SQ M	\$77,865
M5401070 PRECAST CONCRETE BOX CULVERT 1.8M X 1.8M	55	METER	\$71,292
M5401115 PRECAST CONCRETE BOX CULVERT 2.4M X 2.4M	24	METER	\$43,920
M5421225 PIPE CULVERTS, TYPE 1 RCCP 600MM	99	METER	\$13,839
M5421240 PIPE CULVERTS, TYPE 1 RCCP 900MM	152	METER	\$27,297
M542E128 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 600MM	8	EACH	\$5,600
M542E144 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 900MM	8	EACH	\$7,200
	SUB TOTAL		\$21,109,782
	CONTINGENCY	25%	
	TOTAL		\$26,387,000

Table VI-8. Cost Estimate for Landscaping – Northwest Corridor

STA 99+251.138 TO 109+951.397	QUANTITY	UNIT	TOTAL COST
M2011400 NITROGEN FERTILIZER NUTRIENT	7,064	KG	\$14,128
M2011500 PHOSPHORUS FERTILIZER NUTRIENT	7,064	KG	\$14,128
M2011600 POTASSIUM FERTILIZER NUTRIENT	7,064	KG	\$14,128
M2500210 SEEDING, CLASS 2A	101	HA	\$201,828
M2500350 SEEDING, CLASS 7	101	HA	\$70,640
25301800 SEEDLINGS	199	UNIT	\$398,998
28000300 TEMPORARY DITCH CHECKS	132	EACH	\$19,823
M2800800 MULCH, METHOD 2	101	HA	\$151,371
M6650100 WOVEN WIRE FENCE, 1.2 METER	9,195	METER	\$183,901
66502600 WOVEN WIRE GATES (SPECIAL)	20	EACH	\$30,000
M6650410 WOVEN WIRE FENCE (SPECIAL)	972	METER	\$24,300
K1004469 PERENNIAL PLANTS, PRAIRIE TYPE	24	UNIT	\$9,432
	SUB TOTAL		\$1,132,676
	CONTINGENCY	25%	
	TOTAL		\$1,416,000

Table VI-9. Cost Estimate for Structures and Sideroads – Northeast Corridor

STA 200+900 TO 210+488.990	QUANTITY	UNIT	TOTAL COST
SIDEROAD BRIDGE	5,111	SQ M	\$5,498,909
BRIDGE OF RIVER	3,120	SQ M	\$4,031,001
M2011400 NITROGEN FERTILIZER NUTRIENT	772	KG	\$1,543
M2011500 PHOSPHORUS FERTILIZER NUTRIENT	772	KG	\$1,543
M2011600 POTASSIUM FERTILIZER NUTRIENT	772	KG	\$1,543
M2020010 EARTH EXCAVATION	1,645	CU M	\$16,449
M2040800 FURNISHED EXCAVATION	7,124	CU M	\$128,234
M2113100 TOPSOIL FURNISH AND PLACE, 100MM	110,235	SQ M	\$220,470
M2500210 SEEDING, CLASS 2A	11	HA	\$22,048
M2500350 SEEDING, CLASS 7	11	HA	\$7,717
28000300 TEMPORARY DITCH CHECKS	8	EACH	\$1,139
M2800800 MULCH, METHOD 2	11	HA	\$16,536
M3511200 AGGREGATE BASE COURSE, TYPE B 200MM	5,840	SQ M	\$64,242
M4030200 BITUMINOUS MATERIALS (PRIME COAT)	11	M TON	\$6,105
M4030400 BITUMINOUS MATERIALS (COVER AND SEAL COATS)	11	M TON	\$3,330
M4030500 COVER COAT AGGREGATE	82	M TON	\$2,044
M4030600 SEAL COAT AGGREGATE	82	M TON	\$2,044
M4205000 BRIDGE APPROACH PAVEMENT	2,678	SQ M	\$562,464
M4812150 AGGREGATE SHOULDERS, TYPE B 150MM	1,822	SQ M	\$12,752
	SUB TOTAL		\$10,600,113
	CONTINGENCY	25%	
	TOTAL		\$13,250,000

Table VI-10. Cost Estimate for Landscaping – Northeast Corridor

STA 200+900 TO 210+488.990	QUANTITY	UNIT	TOTAL COST
M2011400 NITROGEN FERTILIZER NUTRIENT	3,382	KG	\$6,764
M2011500 PHOSPHORUS FERTILIZER NUTRIENT	3,382	KG	\$6,764
M2011600 POTASSIUM FERTILIZER NUTRIENT	3,382	KG	\$6,764
M2500210 SEEDING, CLASS 2A	48	HA	\$96,600
M2500350 SEEDING, CLASS 7	48	HA	\$33,810
25301800 SEEDLINGS	67	UNIT	\$134,927
28000300 TEMPORARY DITCH CHECKS	118	EACH	\$17,757
M2800800 MULCH, METHOD 2	48	HA	\$72,450
M6650100 WOVEN WIRE FENCE, 1.2 METER	1,784	METER	\$35,675
66502600 WOVEN WIRE GATES (SPECIAL)	8	EACH	\$12,000
M6650410 WOVEN WIRE FENCE (SPECIAL)	304	METER	\$7,600
K1004469 PERENNIAL PLANTS, PRAIRIE TYPE	1	UNIT	\$400
	SUB TOTAL		\$431,512
	CONTINGENCY	25%	
	TOTAL		\$539,000

Table VI-11. Preliminary Cost Estimate - Summary

NORTHWEST CORRIDOR	
GRADING AND CULVERTS NORTHWEST CORRIDOR	\$26,978,000
PAVING NORTHWEST CORRIDOR	\$14,322,000
STRUCTURES & SIDEROADS NORTHWEST CORRIDOR	\$26,387,000
LANDSCAPING NORTHWEST CORRIDOR	\$1,416,000
RIGHT OF WAY	\$1,500,000
UTILITIES	\$1,800,000
	\$72,403,000
PRELIMINARY ENGINEERING (6%)	\$4,344,000
CONSTRUCTION ENGINEERING (6%)	\$4,344,000
TOTAL COST OF NORTHWEST CORRIDOR	\$81,091,000
NORTHEAST CORRIDOR	
GRADING AND CULVERTS NORTHEAST CORRIDOR	\$31,093,000
PAVING NORTHEAST CORRIDOR	\$12,852,000
STRUCTURES & SIDEROADS NORTHEAST CORRIDOR	\$13,250,000
LANDSCAPING NORTHEAST CORRIDOR	\$539,000
US 136 RELOCATION EAST OF MACOMB	\$16,634,000
RIGHT OF WAY	\$300,000
UTILITIES	\$1,200,000
	\$75,867,000
PRELIMINARY ENGINEERING (6%)	\$4,552,000
CONSTRUCTION ENGINEERING (6%)	\$4,552,000
TOTAL COST OF NORTHWEST CORRIDOR	\$84,971,000
TOTAL PROJECT COST	\$166,062,000
Length in Kilometers	20.44
Length in Miles	12.70
Cost per Kilometer	\$8,124,000
Cost per Mile	\$13,076,000

E. RIGHT-OF-WAY REQUIREMENTS

A right-of-way summary for the preferred alternates is shown below in Table VI-12.

Table VI-12. Right-of-Way Summary

Study Corridor	ROW in Hectares	ROW in Acres
Northwest	188.479	465.742
Northeast	145.3388	359.1401
TOTAL	333.8178	824.8821

A detailed breakdown of the right-of-way impacts can be found in the Draft Environmental Impact Statement prepared for this project.

F. TRAFFIC MAINTENANCE

US 136 and US 67 will remain open to Two-way traffic either on the existing pavements, on runaround detours or on the completed pavements throughout the construction period. Grade separations for local roads that cross the new construction will be staged to maintain the local roadway network or closed in conjunction with a temporary detour. In some areas,